S.F

COMMUNITY PLANNING REVIEW
REVUE CANADIENNE D'URBANISME

Vol. XV No. 3 Fall/Automne 1965

COMMUNITY PLANNING REVIEW
REVUE CANADIENNE D'URBANISME

COMMUNITY PLANNING ASSOCIATION OF CANADA
L'ASSOCIATION CANADIENNE D'URBANISME

PATRON:
The Right Honourable Vincent Massey, C.H.

PRESIDENT:
Dr. Harold Baker, Saskatoon, Saskatchewan

VICE-PRESIDENTS:
Prof. R. Graham Murray, Q.C., Halifax, Nova Scotia
Roland Lemieux, Arvida, Québec

IMMEDIATE PAST PRESIDENT:
F. Joseph Cornish, Q.C., Toronto, Ontario

NATIONAL COUNCILLORS:
H. G. Bourne, Vancouver, British Columbia
D. L. Makale, Edmonton, Alberta
C. W. Pool, Regina, Saskatchewan
A. G. Moffatt, Winnipeg, Manitoba
Cedric J. Watkiss, Waterloo, Ontario
Robert V. Doty, Toronto, Ontario
Jacques Simard, Montréal, Québec
W. A. Fairweather, Fredericton, New Brunswick
D. H. Waller, Halifax, Nova Scotia
Samuel J. Hefferton, St. John's, Newfoundland

COUNCILLORS-AT-LARGE:
W. T. Lane, Vancouver, British Columbia
Dr. F. Gerald Ridge, Willowdale, Ontario
Charles Langlois, Sherbrooke, Québec

NATIONAL DIRECTOR:
Major-General M. L. Brennan, O.B.E., C.D.

EDITOR:
Myrna E. Knechtel

NATIONAL OFFICE:
425 Gloucester Street, Ottawa 4

Inside Cover:
An aerial view of Lumsden, in the Qu'Appelle Valley, Saskatchewan. For more about this beautiful Valley see page 17.
Photo: J. Ough, National Film Board.

CONTENTS — SOMMAIRE

Volume XV, No. 3 *Fall 1965*

THE GREAT LAKES CRISIS 2
by George Langford

UN PLAN DE PETITE VILLE 6
par Edward C. Brown

A SMALL TOWN PLANS 10
by Edward C. Brown

WHAT FUTURE QU'APPELLE? 17

PLANNING NOW — FOR PARKS LATER 22

QUEL EST L'AVENIR DE QU'APPELLE? 24

NEWS 27

BOOKS 28

PLANNING VACANCIES 29

EASTERN AND WESTERN REGIONAL CONFERENCES 32

Published by the Community Planning Association of Canada. Opinions expressed herein are not necessarily those of the Association. Permission to reproduce material from the magazine may be obtained by writing to the Editor. Authorized as second class mail by the Post Office Department, Ottawa. Printed at the Runge Press Ltd.—Ottawa. Listed in the Canadian Index to Periodicals and Documentary Films. Individual membership in CPAC, including annual subscription: $5.00; subscription only: $3.00; single copies: 75c.

Publié par l'Association Canadienne d'Urbanisme. Les opinions exprimées dans cette publication ne sont pas nécessairement celles de l'Association. Le droit de reproduction doit être obtenu en s'adressant au Rédacteur. Autorisé comme envoi de 2e. classe, Ministère des Postes, Ottawa. Imprimé à Runge Press Ltd.—Ottawa. Membre particulier, y compris un abonnement annuel: $5.00; abonnement seulement: $3.00; chaque exemplaire: 75c.

The Great Lakes are

a natural resource

more vital to us than any

of those which

we have destroyed

in the past.

We must face this fact squarely

and deal now with

THE GREAT LAKES CRISIS

by George Langford

It is recognized by many that the Great Lakes basin is the industrial heart of North America and it is predicted that growth and prosperity in this region will exceed that of any other part of the continent. Why should this area be so favoured? One can think of many contributing factors but the three principal ones are an abundant supply of fresh water, good water transportation facilities and adequate power. Let anything threaten these and it will weaken the foundations of our economic structure. Today we can see damaging things happening to all three and we are face to face with a situation that may well assume serious proportions unless we take positive steps to get it under control. The threats arise from two conditions which

Dr. Langford is Director of the Great Lakes Institute, University of Toronto.

Our water resources are like a bank. Nature deposits and we withdraw—but there are no overdrafts. And our balance is diminishing.

have deteriorated in marked fashion in recent years. They are changes in the quantity of water which determines our capability to produce hydro-electric power and the quality of the water, or the state of pollution.

The Great Lakes constitute the largest single reserve of fresh water in the world and although we can say this very proudly it soon becomes apparent that the very size of the Lakes can work to their disadvantage as well as being their strength. Because of their size it has been assumed that they will always be here with the same quality and quantity of water and there is nothing that man might do in the way of use or abuse that could change the natural regime. This was the thinking that motivated our forebears when they carried out their onslaught on the seemingly unlimited resources of this continent. It is not necessary to remind ourselves of the results of the wanton destruction that took place, but we should keep this image before us and realize that we are at present committing a similar monstrous destruction of the last large resource left to us in this area. We must also constantly remind ourselves that the Great Lakes are a natural resource which is far more vital to us than any of those which were destroyed in the past.

As scientists became aware that profound changes were taking place in the Lakes, and suspected that man's activities were a dominating influence, the very size of these bodies of water and the inadequacies of equipment, methods and money to study them scientifically, were sufficiently formidable obstacles to discourage all but the boldest from undertaking work in these great masses of water. Since World War II the great strides that have been made in oceanography have given an entirely new impetus to those interested in the Great Lakes. The oceanographers have demonstrated that large masses of water can be studied and measured and a great fund of useful knowledge can be ascertained. The ships, methods, and equipment developed for salt water can and are being applied to further our knowledge of the Great Lakes. Thus we are in a position to overcome the bogey with which we were confronted by size alone.

The scientific neglect of the Great Lakes means that instead of having a generously endowed legacy of scientific knowledge we have inherited almost empty shelves. Our lack of reliable data on these large changing masses of water makes it very difficult to understand their natures and the changes taking place—such changes as fluctuating supplies of water to the Lakes, deterioration of water quality by pollution, variations in fish populations and other forms of aquatic life, major increases in algal growth and shore erosion. These all pose great problems that cannot be satisfactorily solved until we have furnished our scientific store house with new data and knowledge. Today we are faced with a double task, that of making up our deficiencies and at the same time to find interim solutions for urgent problems.

From what has been said it must not be inferred that no work has been done on the Lakes. Many scientists have been studying specific problems in restricted areas, but there was no overall study of the Lakes. Also hydraulic engineers have been gathering statistics for over 100 years on lake levels, and determining the flow characteristics of the Lakes' system. These data have been the basis for the hydraulic studies so necessary for the regulation of water flow for power and transportation developments in the St. Lawrence-Great Lakes system.

Many people in Central Canada are today aware of the importance of the Great Lakes to the prosperity of the nation and they are apprehensive of the threat arising from the present low water levels. It may be of interest to review our knowledge of the present situation even though it offers little consolation.

The water levels in the Great Lakes are controlled by two factors—the supply of water and the flow from lake to lake. The supply is the normal rainfall over the en-

There is no need for grandiose schemes...They should be shelved for sometime after 2000 A.D...

tire drainage area less the amount returned to the atmosphere by evaporation from lake and soil surfaces and the "breathing" of vegetation. These evaporation processes may account for two thirds of the total precipitation. It is easy to understand how these natural phenomena, by even small variations, may cause large fluctuations in the supply of water to the lakes. Such fluctuations are independent of man's activities. Man has, however, made minor changes in the water supply by directing water which would normally flow to Hudson Bay into Lake Superior (5,000 c.f.s.) and out of Lake Michigan into the Mississippi (3,100 c.f.s.) The amounts of water so diverted are a very small percentage of the flow through the system, and since one almost counter-balances the other they may be disregarded as causes of fluctuation in lake levels.

On the other hand the normal flow of water through the Lakes system has been changed by man in a major fashion. Dams have been installed at the outlets of Lake Superior and Lake Ontario by which water may be held back or released, and the levels of these two lakes can be regulated. The rivers between Lake Huron and Lake Erie have been dredged for gravel and to improve navigation since 1904 and this has resulted in an increased outflow from Lake Huron. There is no means for controlling the outflow of that lake. Neither is there any means for controlling the outflow of Lake Erie. We have the somewhat odd situation of controls at both ends of the Great Lakes system and unrestricted flow through the central part.

The Great Lakes are wonderful storage reservoirs—in fact the greatest known—but their usefulness has been seriously changed for the worse by man's works. While we can now make use of the storage capacities of Lakes Superior and Ontario, we are unable to control the other two and the unrestricted flow through them does much to undo the benefit made possible by the regulation of Superior and Ontario.

We have experienced a drought in the Great Lakes area that has lasted for three years and has produced record or near record low levels. During all this time water has been flowing out of Lake Ontario down the St. Lawrence river to the sea at a rate usually in excess of 200,000 cubic feet per second. This is wasted water. If even part of this water had been held on Lakes Huron, Erie and Ontario we would have avoided the unfortunate low water situation with which we have been confronted.

In the summer of 1964 there were a series of conferences in Canada and the United States, at which authoritative opinions were expressed on possible cures for the problem of fluctuating lake levels. There is a growing realization that the only complete and lasting solution to this problem is the regulation of the flow throughout the entire Great Lakes system. In effect this is the completion of the St. Lawrence-Great Lakes Waterway. It will insure sufficient water for shipping at all times, as well as providing other benefits.

The following year the International Joint Commission held a public meeting in Toronto at which the same principles were advocated by various departments of the Ontario Government and the principal port authorities on Lake Ontario.

It became apparent that total regulation of the Great Lakes-St. Lawrence system was the logical solution to our dilemma. It will do much more than solve our present problem. It will assure us that there will not be extremes of either high or low water in the future. This is most important for the scourge of high water is almost as bad as that of low water.

We must so control the flow of water from Lake Superior to the Atlantic Ocean that we can operate the seaway to its maximum capacity, guarantee proper depths of water in harbours and channels and protect those with riparian rights against the losses which occur during extreme stages of lake levels. We must also establish a water use policy so that all users of water will

Any shortage of water on the Great Lakes in the forseeable future can be overcome by preventing the wastage which now takes place...

be assured of a fair share of this invaluable resource.

There are grandiose schemes being advocated today for diverting large quantities of water from the Hudson Bay drainage area, and even from the Pacific Ocean drainage area, into the Great Lakes. There is no need for either of these schemes in this generation. They should be shelved for consideration sometime after 2000 A.D. Any shortage of water in the Great Lakes in the foreseeable future can be overcome by preventing the wastage which now takes place. The quantity of water released from Lake Ontario is so great that in each 24-hour period enough water flows down the river to supply all the municipalities of Ontario for almost one year.

Under the existing regulations for controlling the outflow of Lake Ontario it is inevitable that such waste takes place. The Orders of Approval for operating the control dams state that the levels of Lake Ontario must be maintained within specified limits (244 feet and 248 feet during the navigation season) and at the same time sufficient water must be released to maintain the minimum depth requirements in Montreal harbour. In periods of water shortage these two objectives are incompatible. The maintenance of water levels in Lake Ontario requires water to be held back at the dams while the maintenance of water levels at Montreal requires that water be released.

"At the moment there is only one control structure for Lake Ontario and the St. Lawrence River for the purpose of controlling water levels, both above and below the structure, which of course presents a conundrum and is the reason for the conflict in maintaining water levels. While the control structure can provide a more uniform flow of water for the benefit of the downstream users, it does so by increasing the lake fluctuations to the detriment of the upstream users.

It appears to us that the only way to regulate the flow to the best advantage of all users is to provide a further control structure below Montreal."[1]

The levels in Montreal harbour are regulated by the dams at Iroquois and Barnhardt using Lake Ontario as a storage reservoir. The regulation is done by releasing sufficient water to keep the river channel at Montreal full. Since the harbour is along the north shore of the river this assures a proper depth for docking ships. The unfortunate feature is that this requires a large flow at all times in the river. It would appear that a satisfactory solution to this situation would be to build structures at Montreal so that the water levels can be maintained at any desired height independently of the flow in the river. This would relieve Montreal harbour of the embarrassment that has always been caused by both high and low water. This would permit the dams to be operated primarily as means of controlling levels in Lake Ontario and taking full advantage of its storage capacity to benefit both the upstream and downstream interests including the generation of power.

[1]International Association of Great Lake Ports. Brief presented at a public meeting held by the I.J.C. in Toronto on May 10, 1965.

THE CPAC NATIONAL LIBRARY

contains several current books on a variety of planning subjects. These books will be sent out on loan (you pay the postage) for 4 week periods. Just write us.

CPAC Library
425 Gloucester Street
Ottawa 4, Ontario

For some recent additions to the Library, see page 28.

— HINTON, ALBERTA —

UN PLAN DE PETITE VILLE

par Edward C. Brown

Monsieur Brown est diplômé du département de Géographie de l'Université d'Alberta. Son article tel qu'il est publié ici, fut adapté d'un papier présenté par monsieur Brown à la suite d'une étude sur la croissance de cette petite ville.

La ville double de Hinton, Alberta, s'est développée en cinq stades ou "boom", dont chacun à l'exception du dernier fut suivi d'une baisse d'activité économique et d'une période de dépopulation. Ce ne fut pas avant le dernier stade que les principes d'urbanisme ont porté quelques fruits dans cette ville des contreforts. Cette introduction historique se rapportant à l'ancien Hinton comme au nouveau Hinton, n'a pas fait l'objet d'études d'urbanistes avant 1955.

Le premier "boom" de Hinton fut amené par son emplacement sur la rivière Athabaska. Les colons furent attirés au secteur par les forêts et les fourrures qui leur offraient le gagne-pain de pionniers. Le deuxième "boom" se présenta de 1908 jusqu'en 1911 et survint par suite de la construction du chemin de fer Grand Tronc du Pacifique. Dès que le lit du chemin de fer et les ponts à chevalets furent terminés, les ouvriers et leur famille ont quitté Hinton de nouveau, et les années de 1911 à 1924 furent des années tranquilles.

Les mines de charbon ont été exploitées sur une grande échelle près de Hinton, de 1924 à 1941. Au cours de ces années, la ville fut administrée par la compagnie de charbon mais lorsque la production a cessé en 1941, la population diminua à 100 âmes. L'exploration et le forage pour l'huile a amorcé le quatrième "boom" de Hinton qui dura de 1943 à 1948.

En 1955, la North Western Pulp and Power Company a loué à bail 3,000 milles carrés de bois sur pied et une usine de pâte mécanique de 42 millions de dollars fut construite et l'activité commença en 1957. Par suite de cette nouvelle industrie, il se développa un emplacement de ville moderne pour loger les employés de cette nouvelle usine.

En 1955, lorsque la construction de la nouvelle usine commença, le Town and Rural Planning Department du gouvernement de l'Alberta fut prié par l'entrepreneur en développement, la North Western Pulp and Power Company, de préparer les plans de l'emplacement de la ville. Ce bureau a fait toute la planification qui comprenait le concept général, les subdivisions et l'établissement des services fondamentaux. La nouvelle ville était assujettie à un arrêté de régie de développement qui établissait les emplois de terrain et les normes de construction. Les normes minimales pour le nouveau Hinton étaient aussi élevées que celles de la cité d'Edmonton.

La Alberta New Towns Act fut appliquée à Hinton en raison de la politique gouvernementale contre le développement des "villes de compagnie", étant donné qu'elles sont indûment destrictives en ce qui concerne les libertés humaines et ne sont pas des établissements populaires parce que les ouvriers préfèrent les voisinages plus libres. [1] La Loi sur les nouvelles villes ". . . prévoit que le lieutenant-gouverneur en conseil, sur la recommandation de la Commission consultative provinciale sur la planification, peut déclarer qu'une telle ville est régie par un conseil d'administration créé par le lieutenant-gouverneur en conseil, lequel conseil est tenu de soumettre des projets détaillés pour la planification et le développement ordonnés de la ville." [2] La Loi est fondée sur la prémice que la dépense initiale de capital élevé requise pour les nouvelles villes est le plus grand obstacle unique à leur établissement; une nouvelle ville peut donc emprunter jusqu'à 1 million de dollars pour l'aider à son établissement. Cette Loi a permis aux entrepreneurs en développement de Hinton de faire des études de génie suffisantes en ce qui con-

[1] S. D. Lash, "Planning of Recent New Towns in Canada." *The Engineering Journal.* March, 1958, p. 43.

[2] ibid., p. 44.

cerne l'emplacement général de la ville, pour la construction de services tels que les égouts, antérieurement au moment où ils sont requis, et de construire des chaussées pavées satisfaisantes au besoin.

[3] Le Conseil d'administration nommé qui fut choisi dans le gouvernement, dans la localité et parmi les employés de compagnie, était responsable du financement, de la planification, des services publics se rapportant à la santé, et pour la régie générale du développement de la ville.

[4] La ville devait subvenir à son propre gouvernement aussitôt que possible.

TABLEAU NO 1

Valeur des permis de construction émis dans Hinton, 1952-1958[5]

1952	$ 49,600
1953	84,100
1954	24,250
1955	25,900
1956	237,000[6]
1957	33,900
1958	40,500

Le vieux Hinton, avant le "boom" de construction, était composé d'un petit pâté de terrains, de cinq plus grandes pièces de terrain, d'un vieil hôtel et de quelques "squatters" sur le terrain de la Couronne. Il y avait très peu de subdivision.

Le nouveau Hinton fut placé à son endroit actuel, pour nombre de raisons. L'emplacement de ville fut développé par le même groupe qui a établi l'usine de pâte mécanique et ce groupe voulait que la ville fut située à distance de marche de l'usine. Les études de génie sur le haut de la côte ont révélé que l'établissement des services serait très coûteux. La couverture de surface d'argile à blocaux était plus mince qu'au nouvel emplacement projeté et le coût d'établissement des chaussées et des égouts serait plus coûteux. De plus, le terrain était subdivisé en petits morceaux et les propriétaires de ces morceaux voulaient vendre à un prix trop élevé alors que le terrain à l'emplacement projeté pouvait être acheté pour à peu près rien. On croyait aussi que l'emplacement sur la côte où le vieux Hinton est aujourd'hui, n'avait pas assez de terrain plat pour prévoir au développement futur alors qu'il y avait amplement de terrain plat au nouvel emplacement La Commission de planification avait conseillé les intéressés contre le nouvel emplacement parce qu'il était en bas du vent de l'usine de pâte mécanique mais cet avertissement ne fut pas pris en compte à la lumière des autres avantages du nouvel emplacement et la construction a commencé.

Les conflits de planification dans Hinton ont découlé du développement de deux villes séparées, le vieux et le nouveau Hinton. Il est d'intérêt primordial dans le présent rapport de tenter de déterminer pourquoi deux emplacements ont surgi alors qu'un seul devait être choisi. A l'origine, l'intention était que la vieille ville devait disparaître mais au lieu, elle s'est développée. La construction de la nouvelle ville fut adjugée à une compagnie particulière, la Athabaska Development Board. Plusieurs ouvriers furent amenés au secteur pour la construction de la nouvelle ville, et en réponse à leurs demandes, les marchands ont établi des boutiques sur l'emplacement sur la côte pour leur fournir les services commerciaux. Après que la nouvelle ville fut terminée, les gens sur la côte ont signé une pétition pour obtenir le droit de s'agrandir et il s'est développé beaucoup de friction entre la nouvelle et l'ancienne communauté. Il y avait un besoin de conserver le vieux Hinton, étant donné qu'il y avait suffisamment de gens dans le secteur qui ne pouvaient se permettre de se déménager au nouvel emplacement parce qu'il n'y avait pas de secteur qui avait été réservé pour la construction de logements suivant des normes moins coûteuses. Par l'entremise de pétitions au gouvernement et en faisant les couloirs, la population du vieux Hinton fut reconnue et en 1957, le gouvernement a forcé l'amalgamation des deux emplacements. Les taxes provenant de l'usine de pâte mécanique devaient être réparties à la nouvelle ville combinée.

L'eau provient de services de la North Western Pulp and Power Company qui fait le pompage de leur eau de la rivière Athabaska. Il y a 63 bornes-fontaines situées à des endroits stratégiques partout dans la ville, en cas d'incendie. Des égouts pluviaux et des égouts sanitaires pourvoient aux problèmes de l'effluent et des eaux-vannes. Un des coûts accablants de la ville a été de fournir les services d'eau et d'égout aux deux emplacements, étant donné que les conduites d'eau et d'égout se rendent à chaque maison et qu'il n'y a pas de taxe pour payer le coût du tuyau entre les deux emplacements.

Le développement des rues dans Hinton a été fait conformément aux règlements établis par la Loi sur la planification. Les chemins sont larges, et des boulevards ont été employés pour les rues principales et il y a amplement de trottoirs. Ces remarques s'appliquent aux deux Hinton, le nouveau et l'ancien. Le deux-tiers

[3] ibid., p. 45.

[4] H. N. Lash, *New Towns and Provincial Assistance*, p. 3.

[5] *Recensement du Canada*, 1961.

[6] Ce chiffre très élevé reflète le commencement de la construction de la nouvelle usine de pâte mécanique.

des chemins sont pavés et le reste recevra une surface dur au cours de l'année qui vient. Le système de routes est un système excellent étant donné qu'il pourvoit suffisamment de routes principales d'un emplacement à l'autre, ainsi que des rues résidentielles attrayantes où la circulation est réduite au minimum; on y a prévu suffisamment d'espace dans les deux districts d'affaires au centre pour la circulation et le stationnement, et les terrains créés par le plan des rues conviennent à leur destination.[7]

L'emplacement de l'usine de pâte mécanique à Hinton est excellent, étant donné qu'il satisfait les trois exigences principales pour un emplacement industriel telles qu'elles sont établies dans "Subdivision and Transfer Regulation (p. 15)": (a) il est d'accès commode au chemin de fer, la voie principale des chemins de fer nationaux, et à une route pour tous les temps, la route nationale 16; (b) il y a une source suffisante et commode pour l'approvisionnement de l'eau et pour l'effluent des eaux-vannes industrielles (la rivière Athabaska); et (c) la nature de la surface du sol et du sous-sol (argile sablonneuse) est telle qu'il est possible d'assurer un bon drainage et la stabilité des bâtiments et des constructions. L'usine est située au centre de la forêt louée à bail par la compagnie et est en deçà d'une distance de marche du foyer de ses employés. L'usine 180,000 tonnes de pâte mécanique par année et a un personnel de 290 coupeurs; 65 employés de quartiers généraux et 50 autres employés. De plus, 150 camionneurs sont engagés à contrat pour le halage du bois. Donc, environ 550 hommes reçoivent un revenu direct de l'usine de pâte mécanique et leur revenu moyen est très élevé, soit plus de $4,000. Un autre 450 hommes sont employés dans les bois pour récolter le bois dont la pâte mécanique est faite. Ainsi, l'industrie forestière joue le rôle clé dans l'économie de Hinton étant donné que plus de la moitié de sa population mâle est directement impliquée dans celle-ci, et les intérêts commerciaux de la ville profitent du revenu de ces hommes.

L'activité pétrolifère est une autre industrie mineure dans la région de Hinton. Beaucoup de travaux sismographiques ont été faits et deux puits ont été forés. Dans la planification pour l'avenir, la compagnie Imperial Oil a acheté une grande quantité de terrains et si le développement est couronné de succès, Hinton sera témoin d'un autre "boom". Le tourisme est la nouvelle source immédiate de revenu pour les résidants de Hinton étant donné que la ville est située sur la route principale vers le renommé parc Jasper. La ville a été bien planifiée pour répondre à ces besoins. Un bureau touristique a été situé à un emplacement stratégique sur la grande route et la ville vient de parachever un nouveau terrain de golf de 9 trous. Aussi, se trouve située commodément dans le secteur central entre les deux villes, une piscine de grandeur olympique ouverte aux résidents et aux touristes, sans frais. D'autres attractions touristiques comprennent la tournée de l'usine, le camping, les voyages de chasse et de pêche avec guide professionnel. Plusieurs hôtels et restaurants de première qualité sont disponibles pour répondre aux besoins du tourisme. Ces industries révèlent que Hinton aura d'autres sources de revenu à l'avenir qui ajouteront à la croissance de sa population. Cette croissance est nécessaire étant donné qu'éventuellement les deux emplacements de Hinton croîteront pour devenir un grand emplacement si le fondement économique de la ville peut être amélioré.

Hinton a deux secteurs d'emplettes bien développés, un dans chaque emplacement. Ces centres sont près de chaque secteur résidentiel respectif et offrent une très grande variété de denrées pour la grandeur de la ville. Certains des problèmes du développement commercial dans la vieille ville seront résolus dans une autre section.

En examinant le développement commercial du secteur, il surgit deux points importants. Le premier est que tous les commerces "indésirables" (en raison de leur apparence médiocre, du bruit ou de l'odeur) sont situés dans le vieux Hinton. Le second, qui sera développé plus amplement plus tard, est que la nécessité d'avoir deux districts commerciaux a provoqué la répétition de plusieurs intérêts commerciaux où un seul aurait normalement suffit pour répondre aux besoins de la ville. Il y a 22 propriétaires au travail et 103 employés. La feuille de solde annuelle pour ces gens est de $306,200 et leurs ventes s'élèvent à $3,411,900. (Recensement du Canada 1961)

Il y a 2 concentrations de maisons à Hinton. Une dans le nouveau townsite et une dans l'ancien. Les maisons du nouveau Hinton pour la plupart sont de catégorie 1, ayant des aires de parquet de 800 pi. car. ou plus.[8] De nouveaux complexes d'appartements sont aussi situés dans le nouveau Hinton. Dans le vieux Hinton environ 70 p. 100 des maisons sont de la catégorie 1 alors que le reste, 30 p. 100 sont de catégorie 2 (500 pi. car. ou plus). Dans les deux secteurs, la distribution des routes est intéressante en ce qu'elle développe un motif hexagonal depuis une rue principale sans motif ennuyant de croisée de routes. La dimension

[7]S. D. Lash, op. cit., p. 49.

[8]La classification des maisons d'après le nombre de pieds carrés suit celle qui est impliquée par le département de la Planification et se rapporte à la dimension des maisons et à la valeur telle qu'elle est reflétée par la dimension plutôt que par la qualité de la maison.

moyenne du terrain est suffisamment grande et il n'y a pas trop de cas de surpeuplement.

La population de Hinton en 1961 s'élevait à 3,539. Les habitants sont très cosmopolites et jeunes, la moyenne d'âge étant en bas de trente. Les professions s'appliquent essentiellement à l'industrie forestière, à la pâte mécanique et au commerce. Le revenu moyen est plutôt élevé; l'homme moyen gagne $4,461 par année de sorte que la ville reçoit amplement de taxes.

Il se produit un patron très intéressant en ce qui concerne l'embauche des gens qui sont impliqués à l'industrie forestière dans les deux villes. Dans le nouveau Hinton, les résidants sont essentiellement des ouvriers de l'usine de pâte. Ils vivent ici parce que la compagnie a appuyé le financement de leurs maisons. Dans le vieux Hinton, les résidants sont ceux qui coupent le bois à pâte en hiver et font des travaux de construction en été. Ils n'ont reçu aucun financement de la compagnie et ils vivent où le terrain est meilleur marché et les règlements de maisons moins rigoureux. Les habitants de Hinton sont très enthousiastes et ils ont un esprit communautaire actif. Leur conviction que Hinton est une "ville d'avenir" les incite à collaborer avec les préposés à la planification dans le développement de leur jeune communauté.

Du point de vue culturel, Hinton est doté de sept églises, de trois écoles, de deux théâtres et de trois halls ou salles de banquets. Pour la plupart, ces bâtiments sont situés dans des endroits au centre et sont d'accès facile à pied à peu près de partout dans la communauté. L'école secondaire est particulièrement bien située près d'un grand secteur de récréation de sorte qu'elle aura toujours beaucoup d'espace de terrain de jeu. Les services locaux de récréation comprennent une piscine, un terrain de golf, un emplacement de camping, une patinoire de curling, une patinoire et en deçà de 10 milles, un lieu pour le ski. Tous ces services sont situés dans des emplacements commodes en ce qui concerne la communauté totale. Il y a beaucoup de terrain réservé pour les parcs et les secteurs de récréation relativement à la dimension de la communauté.

Les bâtiments administratifs dans Hinton ou près de Hinton comprennent un hôtel de ville, un hôpital, un bureau de poste, un bureau de téléphone, un débit de boisson, des bureaux et des baraques pour la Gendarmerie royale canadienne et une station et une école forestières. Ainsi, les organismes fédéraux, provinciaux et municipaux sont tous représentés. L'hôtel de ville a été sagement situé à mi-chemin entre le nouveau et le vieux Hinton et satisfait ainsi les résidants des deux secteurs. Ces organismes gouvernementaux sont sur les lieux mêmes à Hinton pour aider la communauté dans sa croissance et son développement.

Bien que ce rapport ait généralement indiqué que Hinton est une communauté bien planifiée, il y a certains problèmes auxquels d'administration a dû faire face. Une des erreurs principales dans la planification du nouveau Hinton fut qu'elle a été placée à l'est de l'usine de pâte mécanique à l'encontre des désirs des projetants. Le vent dominant vient de l'usine et en conséquence une odeur inoffensive mais très ennuyeuse s'étend sur le nouveau Hinton la plupart du temps.

La plupart des problèmes proviennent toutefois du vieux Hinton. Toute la ville peut être divisée en trois secteurs: (a) le nouveau Hinton sur le terrain plat à l'est de l'usine de pâte mécanique et distant de la grande route et des voies de chemin de fer; (b) l'usine de pâte mécanique qui est située entre la grande route et les voies de chemin de fer et la rivière; et (c) le vieux Hinton qui est situé au sud-ouest de l'usine de pâte mécanique et le long du côté ouest de la grande route et des rails de chemin de fer. Etant donné que le vieux Hinton est situé le long de la grande route, il doit envisager un des développements les plus déagréable d'une ville qui se déploie rapidement, le développement tentaculaire. Ce genre d'expansion prend forme avec une densité peu populeuse, des services médiocres tels que des postes d'essence et des parcs de remorques qui déparent l'entrée de plusieurs de nos villes aujourd'hui. Heureusement, ce problème est en voie d'être résolu aujourd'hui dans Hinton. Des règlements de zoning ont été passés pour empêcher d'autres développements de ce genre.

Le vieux Hinton doit également envisager le problème de ses secteurs de taudis et des secteurs possibles de taudis. Des secteurs encombrés de bicoques et de remorques existent dans plusieurs endroits tels que Cecilia Park. La zone résidentielle de catégorie 2 dans Hinton devra être régie avec soin pour éviter tous développement possible futur en taudis. L'administration dans Hinton est à prendre des mesures pour surmonter ces problèmes en refusant toute nouvelle occupation de ces secteurs, en exigeant que les squatters achètent le terrain, et en établissant des zones pour des emplacements spécifiés réservés aux parcs de remorques. Ils ont suffisamment de terrain limité par les zones dans le moment pour une croissance de trois ans et une nouvelle subdivision est déjà au stade de la planification.

Un autre problème majeur dans le vieux Hinton est le conflit dans l'emploi du terrain. Dispersées partout dans le secteur résidentiel se trouvent plusieurs entre-

Tournez s.v.p. à la page 31

A SMALL TOWN PLANS

—HINTON, ALBERTA—

by Edward C. Brown

Mr. Brown is a graduate student in the Department of Geography, University of Alberta. His article as it appears here was adapted from a paper by Mr. Brown following a study of the growth of this small town.

The dual town of Hinton, Alberta has developed in five stages or booms, each, with exception of the last, succeeded by a slump in economic activity and each followed by depopulation. It was not until this last boom that the principles of town planning took effect in this foothills town. This historical introduction deals with old Hinton as new Hinton did not appear on the planners' board until 1955.

Hinton's first boom was due to its situation on the Athabaska River. Settlers were drawn to the area by the forests and furs which offered them a pioneer livelihood. The second boom occurred from 1908 until 1911 and developed as a result of the building of the Grand Trunk Pacific Railroad. As soon as the roadbed and tresles were completed the workers and their families left Hinton again and the years 1911 to 1924 were quiet ones.

Coal mines were operated on a large scale near Hinton from 1924 until 1941. During these years the town was administered by the coal company but when production ceased in 1941 the population withered to 100 people. Oil exploration and drilling initiated Hinton's fourth boom which lasted from 1943 to 1948.

In 1955 the North Western Pulp and Power Company leased 3,000 square miles of timber and a 42 million dollar pulp plant was constructed and commenced operations in 1957. As a result of this new industry an up-to-date townsite was developed to accommodate the employees of the new mill.

In 1955, when construction of the new mill began, the Town and Rural Planning Department of the Government of Alberta was asked by the developer, the North Western Pulp and Power Company, to lay out the townsite. This office did all the planning which included overall design, subdivisions, and basic servicing. The new town is under a development control order which dictates land uses and building standards. The minimum standards for new Hinton are as high as those for the city of Edmonton.

The Alberta New Towns Act was applied to Hinton due to government policy against the development of "company towns" as they are unduly restrictive of human liberties and are unpopular establishments because the workers prefer a freer environment.[1] The New Towns Act ". . . provides that the Lieutenant Governor in Council upon the recommendation of the Provincial Planning Advisory Board may 'declare such a town is governed by a Board of Administrators created by the Lieutenant Governor in Council' who are required to submit 'comprehensive proposals for the planning and orderly development of the town".[2] The act is based upon the premise that large initial capital expenditure required for new towns is the greatest single obstacle to their establishment; therefore, a new town is able to borrow up to $1,000,000 to aid in its establishment. This act enabled the developers of Hinton to make adequate engineering studies as to the general location to the town, to build utilities such as sewers in advance of need, and to build satisfactory

[1] S. D. Lash, "Planning of Recent New Towns in Canada." *The Engineering Journal.* March, 1958, p. 43.

[2] *ibid.*, p. 44.

paved roads as required. [3] The appointed Board of Administrators, who were chosen from government, local, and company officials, was responsible for financing, planning, public utilities relating to health matters, and for overall control of the town's development.[4] The town was to be self-governing as soon as possible.

TABLE NO. 1
Value of Building Permits Issued in Hinton, 1952-1958[5]

1952	$ 49,600
1953	84,100
1954	24,250
1955	25,900
1956	237,000[6]
1957	33,900
1958	40,500

[3] *ibid.*, p. 45.
[4] H. N. Lash, *New Towns and Provincial Assistance*, p. 3.
[5] *Canada Census*, 1961.
[6] This extremely high figure reflects the commencement of the construction of the new pulp mill.

Old Hinton, before the building boom, was composed of a small block of lots, five large parcels of land, an old hotel, and some squatters on crown land. There was very little subdivision.

New Hinton was located where it is for a number of reasons. The townsite was developed by the same group that promoted the pulp mill and this group wanted the town within walking distance of the mill. Engineering studies on top of the hill showed that servicing would be very costly. The surface cover of glacial till was much thinner than in the proposed new site and the cost of laying roads and sewers would be more expensive. Furthermore the land was split up into small parcels and the owners of these parcels were holding out for too much money while land in the proposed location could be purchased for next to nothing. It was also thought that the hill location, where old Hinton is today, did not have enough flat land for future development while there was plenty of flat land on the lower site. The planning board had advised

New Hinton and the pulp mill. (Courtesy Alberta Department of Lands and Forests).

A typical residential street in New Hinton.

Smaller lots and older homes are typical of residential development in the hill town.

against the new site because it was down wind of the pulp mill but this warning was disregarded in light of the other advantages of the new site.

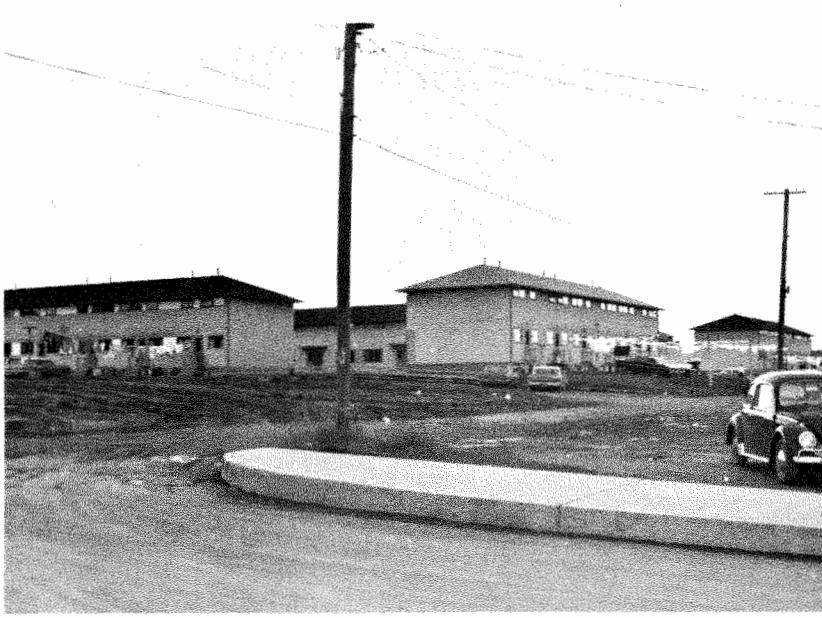
The planning conflict in Hinton has arisen from the development of two separate towns, old and new Hinton. It is of prime interest to this report to try and determine why two sites appeared when only one was supposed to. It had been originally intended that the old town was to die but instead it has flourished. The construction of the new town was assigned to a private company, the Athabaska Development Board. Many workers were brought to the area to build the new town and in answer to their demands, merchants set up shops on the hill site to provide commercial facilities for them. After the new town was completed the people on the hill petitioned for the right to expand and considerable friction arose between the new and old communities. There was a need for old Hinton to remain as there were enough people in the area who could not afford to locate in the new town site because it did not have areas set aside for cheaper standards of housing. Through petitions to the government and lobbying, the people of old Hinton were recognized and in 1957 the government forced the amalgamation of the two sites. The taxes from the pulp mill were to go to the new combined town.

Water is obtained through the facilities of the North Western Pulp and Power Company who pump their water from the Athabaska River. There are 63 hydrants located in strategic positions throughout the town in the event of fire. Storm sewers and sanitary sewers look after the problems of run off and waste. One of the burdening costs on the town has been the provision of water and sewage facilities to the two townsites as water mains and sewers reach every home and there are no taxes to pay for pipe between the two townsites.

Street development in Hinton has been in accordance with the regulations set down in the Planning Act. Roads are wide, boulevards have been utilized on main streets, and sidewalks are plentiful. These remarks apply to both new and old Hinton. Two thirds of the roads are paved and the rest will be hard surfaced within the coming year. The road system is an excellent one as it provides an adequate system of major roads from one side of town to the other, it provides attractive residential streets in which traffic is kept to a minimum, it provides adequate space in the two central business districts for traffic and for parking, and lots created by the street plans are suitable for their use.[7]

The site of the pulp mill in Hinton is an excellent one as it satisfied the three main prerequisites for industrial location as set down in the Subdivision and Transfer Regulation (p. 15): (a) it has convenient access to a railroad, the CNR mainline, and to an all weather roadway, Highway 16, (b) it has suitable and adequate provision for the supply of water and for the disposal of industrial wastes (the Athabaska River); and (c) the nature of the surface and subsoil of the land (sandy clay) is such that good drainage and the stability of buildings and structures can be assured. The mill is located in the centre of the company's leased forest and is within walking distance of the homes of its employees. The mill produces 180,000 tons of pulp a year and has a staff of 290 cutters, 65 headquarters employees, and 50 other personnel. In addition, 150 truck drivers are contracted to haul wood. Therefore, about 550 men receive a direct income from the pulp mill and the average income is very high, being over $4,000. A further 450 men are employed in the woods to harvest the timber from which the pulp is made. Thus forestry plays the key role in the economy of Hinton as over one half its male population is directly involved with it and the commercial concerns of the town thrive on the incomes of these men.

[7]S. D. Lash, *op. cit.*, p. 49.



▲ *Modern apartment blocks have been constructed in New Hinton.*

▼ *Trailer courts are one of Hinton's present land use problems.*

Petroleum activity is another more minor industry in the Hinton region. Much seismographic work has been done and two wells have been drilled. In planning for the future the Imperial Oil Company has purchased a great amount of acreage and, if development is successful, Hinton will witness another boom. Tourism is the immediate new source of income for Hinton residents because the town is located on the main route to the famous Jasper Park. The town has been well planned to meet these needs. A tourist bureau has been located in a strategic position on the highway and the town has just completed a new nine hole golf course. Also conveniently located in the central area between the two towns is an Olympic size swimming pool open to residents and tourists alike at no charge. Other tourist attractions include mill tours, camping, and professionally guided hunting and fishing trips. Several first class hotels and restaurants are available to meet the needs of the tourist. These industries show that Hinton will have other sources of income in the future which will add to her population growth. This growth is necessary as eventually the two sites of Hinton will grow into one large one if the economic base of the town can be improved.

Hinton has two well developed shopping areas, one in each townsite. These centres are close to each respective residential area and offer a very wide variety of goods for the size of the town. Some of the problems of commercial development in the old town will be dealt with in a later section.

In old Hinton commercial development is more of the strip type and building type and age vary considerably.

The compact, modern shopping centre in new Hinton is more than adequately supplied with parking facilities and is beautifully landscaped.

On examining the commercial development of the area two important points emerge. The first is that all "undesirable" businesses (because of poor appearance, noise, or odour) are located in old Hinton. The second, which will be developed more fully later, is that the necessity of having two business districts has caused the repetition of many commercial concerns, one of which would have normally sufficed to supply the needs of the town. There are 22 working proprietors and 103 employees. The annual payoff for these people is $306,200 and their sales are $3,411,900. (Canada Census, 1961)

There are two concentrations of houses in Hinton, one in the new townsite and one in the old. Houses in new Hinton, for the vast majority are class one, having floor areas of 800 square feet or over.[8] New apartment complexes are also located in new Hinton. In old Hinton approximately 70% of the houses are class one while the remaining 30% are class two (500 square feet or over). In both areas road patterns are interesting in that they develop in a hexagonal pattern from a main street and develop no boring criss-cross patterns. Average lot size is reasonably large and there are not too many instances of crowding.

The population of Hinton in 1961 was 3,539. The people are very cosmopolitan and young, the average age being under thirty. Professions are mainly based on

[8]The classification of housing according to square feet follows that used by the Planning Department and refers to house size and value as reflected by size rather than quality of housing.

forestry, pulp and commercial occupations. The average income is quite high; the average male makes $4,461 per annum so the town receives ample taxes.

A very interesting pattern appears when one looks at the employment of the people who are involved with the forest industry in the two towns. In new Hinton the residents are mainly pulp mill workers. They live here because the company backed the financing of their homes. In old Hinton, residents are those who cut pulp wood in the winter and do construction work in the summer. They have had no financing from the company and live where land is cheaper and housing regulations laxer. The people of Hinton are very enthusiastic and they have an active community spirit. Their conviction that Hinton is a "town with a future" has led them to co-operate with planning officials in the development of their young community.

Culturally speaking, Hinton is provided with seven churches, three schools, two theatres, and three halls or banquet rooms. For the most part these are located in central positions and are within easy walking distance for most of the community. The high school is particularly well located next to a large recreational area so it will always have ample playground space. Local recreational facilities include a swimming pool, golf course, camp ground, curling rink, skating rink, and, within ten miles, a ski hill. All these facilities are located in convenient areas in respect to the whole community. There is considerable land reserved for park and recreational areas in respect to the size of the community.

Administrative buildings in or near Hinton include a town hall, hospital, post office, telephone office, liquor vendor, offices and barracks for the Royal Canadian Mounted Police, and a forestry station and school. Thus federal, provincial and municipal agencies are all represented. The town hall has been wisely located midway between new and old Hinton and therefore satisfies residents of both segments. These government agencies are on the spot in Hinton to aid the community in its growth and development.

Although this report has generally indicated that Hinton is a well planned community there are some problems with which the administration has had to cope. One major mistake in the planning of new Hinton was that it was located to the east of the pulp mill against the planners' wishes. The prevailing wind comes from the west. As a result, a harmless, but very obnoxious odour covers new Hinton most of the time.

The majority of problems arise, however, from old Hinton. The whole town can be divided into three sections: (a) new Hinton in the flat land to the east of the pulp mill and away from the highway and rail tracks; (b) the pulp mill which is located between the highway and tracks and the river; and (c) old Hinton which is located south west of the pulp mill and along the west side of the highway and rail tracks. As old Hinton is located along the highway one of the most unsightly developments of a rapidly expanding town faces it, ribbon development. This type of expansion takes form in low density, low quality services such as service stations and trailer courts which mar the entry into many of our towns today. Happily this problem is today being resolved in Hinton. Zoning laws have been passed preventing further development of this sort.

Old Hinton is also faced with the problem of slum areas and possible slum areas. Shack and trailer dominated tracts exist in several locations such as Cecelia Park. The class two residential zone in Hinton will have to be carefully controlled to avoid possible future slum development. The administration in Hinton is taking steps to overcome this problem by refusing new occupation in these areas, by forcing squaters to purchase land, and by zoning specified sites for trailer courts. They have enough zoned land at present for three years growth and a new subdivision is already in the stage of being planned.

Another major problem in old Hinton is the conflict in land use. Dispersed throughout the residential area are several undesirable commercial concerns which include an engineering plant. However, new zoning regulations are overcoming any enlargement of this problem.

As previously mentioned the repetition of commercial concerns in new and old Hinton presents a major problem. Since there are two central business districts many stores are unnecessarily duplicated and these stores only eke out a living instead of making a clear profit. For example, the new Athabaska Valley Hotel in new Hinton is owned by the owners of the mill and operates at a loss due to competition from old Hinton. This pattern is followed in many stores and is a very poor economic practice, most especially as it makes it very hard for the owners to earn their living.

It is believed that this inquiry into the state of planning in Hinton has shown the town to be a very well planned one. The planners hope that eventually the two sites will grow together to form one. The Planning Board of the Province of Alberta believes that Hinton will eventually become one of the most attractive towns in Alberta, and if it continues to develop in the orderly fashion that it is maintaining today, it will most certainly fulfil this prophecy.

WHAT FUTURE QU'APPELLE?

until recently little was being done to develop the amenities of this unusually beautiful Valley to their full potential for park and recreation use

This article was prepared for the Review *by Mr. C. W. Pool, Chairman and National Councillor for the CPAC's Saskatchewan Division. Mr. Pool is a Consulting Engineer and is Chairman of the Qu'Appelle Valley Development Association.*

The Qu'Appelle rises near the elbow of the South Saskatchewan River, flows in an easterly direction for about 270 miles, and empties into the Assiniboine River about 30 miles east of the Manitoba-Saskatchewan border. An ancient Indian legend tells how it got its name. An Indian brave travelling to his wedding one evening heard his name called out. It was the voice of his sweetheart, but she, he knew, was many suns away in camp. Puzzled, the brave answered, "Who calls?", but only a spirit voice mimicked, "Who calls?" Troubled, the brave sped homeward, only to learn that his loved one had died. With her last breath she had called his name. Ever since, so the legend goes, the valley has been known as the "Qu'Appelle" or "Calling River" valley.

The valley through which the river winds its way, is a complete and surprising contrast to the prairie farmland on either side. A traveller in the valley will find mile after mile of ever-changing, picturesque

scenery, a welcome change from the prairies. An historian will find a rich field of not-too-ancient history; old fur trading posts and depots — both Hudson Bay and North-West Companies, old prairie trails branching out in all directions, the site of the old Royal West Mounted Police Post, and Memorials and memories of people and events now past. The incidence, in places, of flat terraces or shelves part way down the valley walls, reflect a still earlier era in the story of the valley.

After discussion which began in the spring of 1964, The Qu'Appelle Valley Development Association was officially formed January 25, 1965. Its aims fall into three groups:

1. Planning for long range development of recreation, agriculture, historic, and other reasons to take advantage of the full potential of this valley.
2. A scenic highway through the length of the valley to make it accessible to tourists.
3. Planning for the complete utilization of the water that can be diverted down the Qu'Appelle River upon completion of the South Saskatchewan River Dam.

The above aims of this newly formed organization are very broad and all-encompassing. When these objectives are completely attained, they will have accomplished different objectives for the residents of the Qu'Appelle Valley, residents of Regina and Moose Jaw, the residents of southern Saskatchewan, and the tourists from outside the Province. It has been decided to limit this article to the benefits for the tourists from outside, and inside Saskatchewan that have yet to see the beautiful Qu'Appelle Valley.

Since the Trans-Canada Highway was built as Canada's main street, it does, and will continue to serve Canada, including western Canada, as just that. From Winnipeg to the Rocky Mountains, some tourists would no doubt appreciate the opportunity of travelling off the main street, and on a scenic road. Few people travelling the Trans-Canada Highway realize that, for over 250 miles, they are paralleling one of Canada's most beautiful and underdeveloped playgrounds, the Qu'Appelle Valley.

The remainder of this article will be devoted to the trip that a tourist could expect to take, leaving the

Aerial view of Lumsden in the Qu'Appelle Valley, Saskatchewan.

Beaverlodge Lake, Northern Saskatchewan.

Trans-Canada Highway at its junction with No. 41 Highway in Manitoba, and travelling north to St. Lazare, where the Qu'Appelle Valley scenic road should commence.

Last June, the Qu'Appelle Valley Development Association promoted a bus tour, through part of the valley. Its eastern terminus was the site of Fort Espérance. This fort was built in 1785 by Robert Grant for the North West Co., and named after guide and canoeman, Alexis Espérance. Markers have been placed here in commemoration, giving the history of the fort, but until the site has been thoroughly examined by archeologists, it will not be opened to the general public.

Heading westward along the valley, the next point of interest is where the Cut Arm Creek flows into The Qu'Appelle. Here, story has it, in 1810, a group of North West Co. voyageurs were ambushed by Indians. Beyond this is a memorial to a band of pioneers who founded Hamona, 1895-1900, the first co-operative to be established in the territories. Among other activities, they operated a lime kiln. The first village en route is Tantallon, named by Scottish settlers for their original Scottish home. Farther west, there was a side trip into the Kapisvar valley, a tributary of the Qu'Appelle, a beautiful rugged little valley, near which is the town of Esterhazy, of potash fame. A few miles south of Esterhazy, the bus re-entered the Qu'Appelle Valley, and continued its journey westward.

Round Lake, the most easterly lake in the valley, is only about 20 miles from Esterhazy. In a report on outdoor recreation in southern Saskatchewan, it is suggested that a park developed at this point could be one of a chain in the valley from Round Lake to the Buffalo Pound Reservoir. The report mentioned that, if a scenic highway were built, such a chain of parks would prove valuable. The site suggested is entirely within an Indian Reserve, and is completely undeveloped. Besides a water and beach area, it contains an excellent specimen of the flat terrace, part way up (or down) the valley wall. The only development is on the north shore of the lake where there are private summer cottages and a commercial park.

Round Lake has a water area of approximately 2,730 acres. It is a beautiful spot, with the south wall

heavily treed, while on the north wall most of the trees are in the coulees. The most numerous trees are maple, ash and poplar, with some burr oak and birch. Saskatoon and chokecherry bushes are also plentiful.

The next link in the chain is Crooked Lake. Crooked Lake is some 20-30 miles west of Round Lake, and like it, an entity in its' own right. Here, poplar and ash predominate, along with the valley's usual quota of saskatoon and chokecherry bushes, and in low, marshy areas, there are willows. The water area is about 3,750 acres. There is more private development on this lake than Round Lake — particularly an area on the north side known as Melville Beach, extensively used by the residents of Melville. There are also some private commercial developments, providing accommodation and facilities for water sports. The Provincial Government is developing a relatively small park, also on the north side. The Provincial Park has a sandy beach with good swimming, camping and picnic facilities, and enough trees to make it a thoroughly pleasant place on a warm summer day.

The Athabaska Falls, Jasper National Park, Alberta. In the background is Mt. Kerkeslin.

All Photos: National Film Board

From Crooked Lake to Katepwa Lake (the eastern end of the Fishing Lakes) is about 40 miles over a winding road on the valley floor. This is a farming area, and many of the farms are very old (at least by western standards) and steeped in history of their own. The farm lands end in a flourish, with a large irrigated market garden at the south-east corner of Katepwa Lake.

The Fishing Lakes — Regina's summer playground, is the best known area in the valley. From east to west they are Katepwa, Mission, Echo, and Pasqua. Their overall length, including the short stretches of connecting river, is about 30 miles, and they have a combined water surface of about 14,380 acres. There are at least two vantage points on the north wall from which all four lakes can be seen. One is above Katepwa Lake, the other is the north-east corner of Pasqua Lake. The south wall, as usual, is heavily wooded, with mostly poplar, and some Manitoba maple and ash — and the usual saskatoon and chokecherry bushes. The north wall is mainly grassed, with trees and bushes marking the coulees and gullies.

Katepwa Lake has most of its accessible shore filled mostly with private cottages, on the east end of the south side, and along most of the north side. Commercial developments here, include cabins, the usual water facilities and a golf course. There is a small Provincial Park, also, which is used to capacity in the summer months.

View of Bow Lake with Crowfoot Glacier in the background. Banff National Park, Alberta.

The north shore of Mission Lake (the smallest of the four — area 1,950 acres) is taken up by the Village of Lebret, guide, scout camps and a few cottages. Lebret has its own memorials, the Lebret Mission to commemorate the founding of the original Lebret Mission, and Lebret Industrial School, which honors the work of Father Hugonard, one of the outstanding pioneer missionaries of the district. An eye-catching feature here, is the procession of white crosses, which appear to be marching up the rugged north wall.

The Town of Fort Qu'Appelle lies between Mission and Echo Lakes, south of the connecting river. It is near the site of the old R.N.W.M.P. Police Post, and in its park it commemorates the signing of No. 4 Indian Treaty. The town also boasts a small museum of early days, not the least of which is the building itself — the oldest Hudson Bay building in this area, dating back to 1864. The Provincial Government maintains a golf course near Fort Qu'Appelle at the north-west end of Mission Lake, and Valley Centre, a small park, at the east end of Echo Lake. The shores of Echo Lake have been extensively developed on both sides — mainly private resort cottages, some year round homes, several commercial developments, and institutional camps. Recently, the Provincial Government has opened Echo Park, larger than others in this area, and between, and fronting on both, Echo and Pasqua Lakes. A point of interest here is a large slab of limestone, uncovered during construction, misplaced from the Flin Flon region of Manitoba. This park is designed to accommodate 10,000 tourists using their own tent and trailers.

The north shore of Pasqua Lake has a string of cottages along it for some distance. The south shore is Indian Reserve, and has no development west of the park. At the west end of the lake is a large marsh — a fine nesting place for ducks.

The bus tour left the valley from Echo Park, and continued along the top of the south wall. A side trip was made to Ashams Point overlooking Pasqua Lake, which showed an undeveloped alluvial fan, ideally suited for recreational and park development.

West of Pasqua Lake, nearer to Lumsden and Craven, (about 30-40 miles away), there is extensive ranching. In the spring of the year, large areas of the valley floor are flood irrigated to produce hay and pasture crops. This area extends past Craven up another tributary of the Qu'Appelle River, which connects it with Last Mountain Lake, another extensively developed summer playground. The water level in Last

Mountain Lake is controlled by directing the flow of the Qu'Appelle River into or out of Last Mountain Lake. The area between the two is marshy, and another favorite duck habitat.

The next stop is Lumsden, a small, old, town with a small picnic park, large old poplar trees and fairly extensive market gardens. It is built on both banks of the meandering river.

Some distance west of Lumsden is Buffalo Pound Lake, about 20 miles north of Moose Jaw. This is a man-made lake, formed by damming the river, and furnishes part of the water supply for both Moose Jaw and Regina. This part of the valley is shallower (it deepens progressively in its eastward course) and, though still rugged, is not nearly as thickly wooded. Buffalo Pound Provincial Park is being developed here, and is becoming Moose Jaw's main recreation centre. This includes winter sports, with ski and toboggan slopes.

There is another small lake, Eyebrow Lake, near the source of the Qu'Appelle. This is as yet undeveloped, but, reportedly, the Provincial Government has plans for it in the future.

At the western extremity of the Qu'Appelle Valley the Qu'Appelle River Dam is being built as part of the South Saskatchewan River Project. This dam will control water that can be diverted into the Qu'Appelle River system for recreation, irrigation and other uses.

With the use of additional water, the potential of recreational and agricultural developments will be almost unlimited.

All the beauty and potential development of the Valley could be lost if a highway is placed through without the proper planning. The waterway could be developed in certain areas for pleasure boating between lakes. Channel improvements costing great sums of money are involved. It is imperative that these channel improvements be carried out for both agriculture and recreation uses.

Present cottage developments show lack of planning. The efforts of this Association will be directed to a comprehensive, multipurpose, plan to insure the best possible overall development of the Qu'Appelle Valley for the benefit of the residents of the Valley, the people of south Saskatchewan and the tourists from outside the province.

PLANNING NOW—FOR PARKS LATER

Canada has 32.3 million acres of parkland but officials are worrying about a trend which could become a crisis in a generation

Last year in an article in the Financial Post, Clive Baxter had some pertinent things to say why we must plan now — for parks later. If we want them.

There is a little more than 1.5 acres of national or provincial parkland for every Canadian man, woman and child — a ratio that makes Canada the envy of the rest of the world.

Yet, federal and provincial parks officials have their share of worries. They see dangerous trends developing that could mean the next generation of Canadians will be far worse off — and in 25 years Canada could be facing a full-scale parks crisis.

From a statistical point of view, any such alarmist thinking appears ridiculous. There are 617 provincial parks and 43 national parks, with a combined area of 32,315,396 acres and that doesn't include the Wood Buffalo Park in northern Alberta which covers another 10,880,000 acres but is virtually inaccessible to all but the most hardy visitor and is therefore left out of serious discussions about parklands.

On a per capita basis it will be a long time indeed before the people-to-acres ratio becomes critical. But the need for planning is urgent now.

Reason: planning for the future is a far less explosive — and far less expensive — policy than dispossessing industrial developers or private real estate owners later on.

Parks men are worried about these trends:

The loss of public waterfront

Industry and private country homes are rapidly choking off access to waterfront near all Canadian population centres. In the maritimes, Ontario and B.C., U.S. Citizens — already feeling the squeeze at home — have bought substantial amounts of land fronting on lakes and oceans. When combined with Canadian owners, this is fast shutting the general public off from water.

Lack of parkland within easy reach of our main population centres

We need more parks within practical range of our big cities. But to get them we have to start buying land now. Later it will be a much more expensive proposition.

Lack of proper co-ordination between Ottawa and the Provinces on Parks Policy

Last week federal and provincial parks officials met in Victoria, another step in the long overdue co-ordination program. A key target: to achieve an agreed set of park standards and categories so that all parks authorities know they are talking about the same thing. This is now being worked on.

The never-ending pressure from industry to move in on parklands — and the equally constant pressure from provincial treasurers to let them

It is a rare provincial administration that can turn its back on potential tax revenues from new resource development, plus the prospects of increased employment and general prosperity. For the parks officials it frequently means a long battle to keep the parks "pure". They don't always win.

"In all this we face one really dangerous enemy", a parks official explains. "It is public apathy. Nobody gives a damn until suddenly one day there is nowhere left to swim or launch a boat. Then everyone is angry, but it is harder to begin doing anything much about it" . . .

In the long run the parks officials recognize they have to counter the economic arguments of the resource industries with equally effective, practical answers. It is not enough to wax enthusiastic over the beauty of it all.

At a time when the workweek is shrinking and the population is expanding, it is obvious that recreational facilities will be in ever-increasing demand. They will be an essential to the physical and mental well-being of the population. But how can you show that in factual terms, impressive enough to match the economics of the resources?

One study to answer that question is being carried out on behalf of the National Parks Branch by Acadia University. The objective is to show the economic advantages of parkland. This study is expected to go far beyond a simple adding up of potential tourist dollars. It is intended to look into the advantages to industry of having attractive recreation facilities near at hand and what this can mean to the whole area.

There are encouraging signs park boosters say. Prince Edward Island recently banned the sale of waterfront property to nonresidents and B.C. is considering restrictions. These could be important first steps in clearing the way for waterfront parklands.

B.C. and Ontario have both introduced increasingly ambitious parks programs in recent years and the parks officials are optimistic this could be the trend.

But it always returns to the parks men's own particular nightmare: That industry and real estate developers will get there first.

One federal park man shows that this isn't an idle fear: "I was up at Whitehorse not long ago," he explains. "There is one really attractive lake and beach not far from the town. It has already been subdivided into cottage lots, leaving only one small access route for the public — and that was thrown in as an afterthought."

The race may after all be closer than it looks.

Quel est l'avenir de Qu'Appelle?

Le présent article fut préparé pour la Revue *par monsieur C. W. Pool, président et conseiller national de la division de la Saskatchewan de l'ACU. Monsieur Pool est ingénieur-conseil et président de Qu'Appelle Valley Development Association.*

La rivière Qu'Appelle surgit près du sud de la rivière Saskatchewan sud, coule en direction est sur une distance d'environ 270 milles et se déverse dans la rivière Assiniboine environ 30 milles à l'est de la frontière Manitoba-Saskatchewan. Une ancienne légende indienne raconte comment cette vallée a eu son nom. Un brave indien voyageant pour se rendre à son mariage, entendit son nom un soir. C'était la voix de sa bien-aimée mais il savait qu'elle était en encampement à plusieurs soleils de distance. Etonné, le brave répondit, "qui appelle?" mais pour toute réponse, une voix lui répondit en esprit, "qui appelle?" Troublé, le brave se dépêcha de rentrer pour apprendre en arrivant que sa bien-aimée était morte. Dans un dernier soupir, elle avait appelé son nom. Depuis, ainsi va la légende, la vallée a été connue sous le nom de "Qu'Appelle" ou "Vallée de la Rivière Qu'Appelle".

La vallée que traverse la rivière, est un contraste complet et surprenant par rapport aux fermes des prairies de chaque côté. Un voyageur dans la vallée trouvera mille sur mille de scènes pittoresques et toujours changeantes, un changement très apprécié des prairies. Un historien trouvera un champ riche d'histoire pas tellement ancienne; ancien poste pour la traite des pelleteries et des dépôts — tant pour les compagnies de la Baie d'Hudson que du Nord-Ouest; les vieux sentiers des prairies bifurquant dans toutes les directions, l'emplacement de l'ancien poste de la Gendarmerie royale du Nord-Ouest, et des monuments commémoratifs et les souvenirs de gens et d'événements du passé. L'incidence en certains endroits, de terrasses ou corniches plates à mi-chemin de long des parois de la vallée, reflète encore une aire plus ancienne dans l'histoire de la vallée.

Après une discussion qui commença au printemps de 1964, la Qu'Appelle Valley Development Association fut officiellement formée le 25 janvier 1965. Ses buts se groupent sous trois rubriques différentes:

1. Planification d'un développement à longue échéance dans le domaine de la récréation, de l'agriculture, de l'histoire et d'autres domaines pour se prévaloir pleinement de tout le potentiel de cette vallée.
2. Une grande route pittoresque qui traverse la longueur de la vallée pour la rendre accessible aux touristes.
3. Planification pour l'utilisation complète des eaux qui peuvent être détournées dans la rivière Qu'Appelle au parachèvement du barrage de la rivière Saskatchewan sud.

Les objectifs susmentionnés de cet organisme nouvellement formé sont très vastes et englobent tout. Lorsque ces objectifs auront été complètement réalisés, ils auront accompli des objectifs différents pour les résidants de la vallée de Qu'Appelle, les résidants de Regina et Moose Jaw, les résidants du sud de la Saskatchewan et les touristes venant du dehors de la province. Il a été décidé de limiter cet article aux bénéfices pour les touristes venant du dehors et de la Saskatchewan même qui n'ont pas encore vu la belle vallée de Qu'Appelle.

Depuis que la grande route transcanadienne fut construite comme la rue principale du Canada, elle dessert le Canada et continuera de la faire en incluant l'ouest canadien, tout simplement comme tel. De Winnipeg aux Montagnes Rocheuses, certains touristes seraient sans doute fort heureux d'avoir l'occasion de voyager en dehors de la rue principale et sur une route pittoresque. Très peu de personnes qui voyagent sur la route transcanadienne, se rendent compte que sur une distance de plus de 250 milles, ils voyagent parallèlement à l'un des plus beaux terrains de jeu encore sous-développé du Canada, la vallée de Qu'Appelle.

Le reste du présent article sera affecté à cette bande de terrain qu'un touriste pourrait s'attendre de trouver en quittant la route transcanadienne à sa jonction avec la route N° 41 du Manitoba, en direction nord vers

St. Lazare, où la route pittoresque de la vallée de Qu'Appelle devrait commencer.

En juin dernier, la Qu'Appelle Valley Development Association a patronné une randonnée en autobus dans une partie de la vallée. Son terminus était l'emplacement de Fort Espérance. Ce fort fut construit en 1785 par Robert Grant pour la North West Co., et il fut nommé d'après le guide et le canotier, Alexis Espérance. Des bornes commémoratives ont été placées à cet endroit donnant l'histoire du fort mais jusqu'à ce que l'emplacement ait été entièrement examiné par les archéologues, il ne sera pas ouvert au grand public.

En direction ouest, le long de la vallée, le point d'intérêt suivant est l'endroit où Cut Arm Creek se déverse dans la Qu'Appelle. Ici, d'après l'histoire, en 1810, un groupe de voyageurs de la North West Co. furent pris en embuscade par les Indiens. Plus loin, se trouve un monument commémoratif à un groupe de pionniers qui ont fondé Hamona, 1895-1900, la première coopérative à être établie dans le territoire. Entre autres, ils exploitaient un four à chaux. Le premier village en route est Tantallon, nommé par les colons écossais d'après leur village d'origine écossaise. Plus à l'Ouest, il y avait une randonnée dérivée dans la vallée de Kapisvar, tributaire de la Qu'Appelle, une jolie petite vallée accidentée près de laquelle se trouve la ville de Esterhazy, renommée pour sa potasse. A quelques milles au sud de Esterhazy, l'autobus a rentré de nouveau dans la vallée de Qu'Appelle et poursuivit son voyage vers l'ouest.

Round Lake, le lac le plus à l'Est dans la vallée, est seulement à environ 20 milles de Esterhazy. Dans un rapport sur la récréation en plein air dans le Sud de la Saskatchewan, il est suggéré qu'un parc développé à cet endroit pourrait être l'un d'une chaîne de parcs dans la vallée depuis Round Lake jusqu'à Buffalo Pound Reservoir. Le rapport mentionne que, si une route pittoresque était construite, une telle chaîne de parcs serait d'une grande valeur. L'emplacement suggéré est entièrement à l'intérieur d'une réserve indienne et complètement non développé. En plus d'un secteur d'eau et de plages, il contient un spécimen excellent de terrasses plates à mi-chemin le long de la paroi de la vallée. Le seul développement se trouve sur la rive nord du lac où des résidences d'été particulières et un parc commercial ont été aménagés.

Round Lake a une superficie aquatique d'environ 2,730 acres. C'est un bel endroit où le mur sud est fortement boisé alors que le mur nord est dépourvu d'arbres à l'exception des coulées. Il y a quantité d'arbustes de Saskatchewan et de merises.

Le chaînon suivant est Crooked Lake, qui est à quelque 20 ou 30 milles à l'Ouest de Round Lake et comme ce dernier, une entité en lui-même. Ici le peuplier et le frêne dominent, accompagnés de la quantité habituelle d'arbustes de Saskatchewan et de merises dans la vallée, et dans les secteurs bas et marécageux, il y a des saules. L'aire aquatique est d'environ 3.750 acres. Il y a plus de développements particuliers sur ce lac qu'à Round Lake — particulièrement un secteur sur le côté nord appelé Melville Beach, employé essentiellement par les résidants de Melville. Il y a également des développements commerciaux particuliers, fournissant un logement et un service de sports aquatiques. Le gouvernement provincial est à développer un parc relativement petit le long du côté nord. Le parc provincial a une plage sablonneuse avec des facilités pour la natation, le camping et les piques-niques, et suffisamment d'arbres pour en faire un endroit très agréable par une journée chaude d'été.

De Crooked Lake à Katepwa Lake (l'extrémité est des lacs pour la pêche) il y a environ 40 milles, par un chemin tortueux au fond de la vallée. C'est là un secteur de ferme et plusieurs des fermes sont très anciennes (du moins d'après les normes de l'ouest) et replètes de leur propre histoire. Les terres agricoles se terminent par un grand jardin maraîcher irrigué à l'angle sud-est du lac Katepwa.

Les lacs de pêche — terrains de jeu d'été de Regina, est le meilleur secteur connu dans la vallée. De l'Est à l'Ouest, il y a les lacs Katepwa, Mission, Echo et Pasqua. Leur longueur générale y compris les petites étendues de rivière de raccordement est d'environ 30 milles et ils ont une aire aquatique d'environ 14,380 acres. Il y a au moins deux beaux sites sur la paroi nord d'où quatre lacs sont visibles. Un est au-dessus du lac Katepwa, et l'autre, à l'angle nord-est du lac Pasqua. Le mur sud comme d'habitude, est très boisé essentiellement de peupliers et de quelques érables à giguère et de frênes — et les arbustes habituels de Saskatchewan et de merises. Le mur nord est essentiellement gazonné et des arbres et arbustes marquent les coulées et les ravins.

Le lac Katepwa sur ses plages accessibles, est essentiellement rempli de chalets d'été particuliers à l'extrémité est de sa rive sud et le long de la plus grande partie du côté nord. Les développements commerciaux ici comprennent les cabines, les facilités aquatiques habituelles et un terrain de golf. Il y a un petit parc provincial également qui est employé à capacité au cours des mois d'été.

La rive nord du lac Mission (le plus petit des quatre — aire 1,950 acres) est occupé par le village de

Lebret, camps de guides et de scouts, et quelques chalets. Lebret a ses propres monuments commémoratifs, et la Mission Lebret pour commémorer la fondation de la Mission Lebret originale, l'école industrielle Lebret en l'honneur du travail du père Hugonard, un des missionnaires pionniers remarquable du district. Un trait particulièrement caractéristique ici est la procession des croix blanches qui semble monter la paroi nord accidentée.

La ville de Fort Qu'Appelle est sise entre les lacs Mission et Echo, au sud de la rivière qui les relie. Elle est situé près de l'ancien poste de la Gendarmerie royale du Nord-Ouest, et dans son parc elle commémore la signature du traité N° 4 avec les Indiens. La ville contient également un petit musée des premiers jours; le bâtiment lui-même est le plus vieux bâtiment de la Baie d'Hudson dans ce secteur datant de 1864. Le gouvernement provincial y entretient un terrain de golf près de Fort Qu'Appelle à l'extrémité nord-ouest du lac Mission, et Valley Centre, un petit parc à l'extrémité est du lac Echo. Les rives du lac Echo ont été très développées des deux côtés — essentiellement des chalets particuliers, quelques maisons permanentes, plusieurs développements commerciaux et des camps d'institutions. Récemment, le gouvernement provincial a ouvert le parc Echo, plus grand que d'autres dans ce secteur, entre les lacs Echo et Pasqua, et donnant sur les deux lacs. Un point d'intérêt ici consiste dans les grandes dalles de pierre à chaux découvertes pendant la construction, et déplacées de la région de Flin Flon du Manitoba. Ce parc est conçu pour recevoir 10,000 touristes, se servant de leur propre tente et remorque.

La rive nord du lac Pasqua a une série de chalets. La rive sud est une réserve indienne et ne contient aucun développement à l'ouest du parc. A l'extrémité du lac se trouve un grand marais — un bel endroit pour l'élevage des canards.

La randonnée en autobus a quitté la vallée au parc Echo et a continué le long de la partie supérieure de la paroi sud. Une randonnée dérivée fut poussée jusqu'à Ashams Point surplombant le lac Pasqua, qui révèle un éventail d'alluvion non développé qui conviendrait d'une façon idéale à un développement de récréation et de parcs.

A l'ouest du lac Pasqua, plus près de Lumsden et Craven, (environ 30 à 40 milles de distance) il y a un grand ranch. Au printemps de l'année, de grands secteurs du fond de la vallée sont irrigués par inondation pour la production du foin et de pâturages. Ce secteur s'étend au delà de Craven le long d'un autre tributaire de la rivière Qu'Appelle, qui le relie à Last Mountain Lake, un autre secteur estival très développé. Le niveau de l'eau de Last Mountain Lake est régi en détournant le cours de la rivière Qu'Appelle vers Last Mountain Lake, ou en dehors de celui-ci. La région entre les deux est marécageuse et forme un autre habitat favorisé pour les canards.

L'arrêt suivant est Lumsden, une petite ville ancienne avec un petit parc pour les pique-niques, contenant de grands vieux peupliers et des jardins maraîchers assez importants. Elle est construite sur les deux rives des méandres de la rivière.

A quelque distance à l'ouest de Lumsden se trouve Buffalo Pound Lake, à environ 20 milles au nord de Moose Jaw. Ce lac artificiel est formé par un barrage de la rivière et fournit une partie de l'approvisionnement d'eau pour Moose Jaw et Regina. Cette partie de la vallée est moins profonde (elle s'approfondit progressivement vers l'est) bien qu'elle soit encore accidentée, elle n'est pas tout à fait aussi boisée. Buffalo Pound Provincial Park est en voie de développement ici et devient le principal centre récréatif de Moose Jaw. Ceci comprend les sports d'hiver, avec pentes pour le ski et le toboggan.

Il y a un autre petit lac, Eyebrow Lake, près de la source de la Qu'Appelle. Il n'est pas encore développé mais le gouvernement provincial a des plans pour ce lac dans l'avenir.

A l'extrémité ouest de la vallée de Qu'Appelle, le barrage de la rivière Qu'Appelle est en voie de construction comme une partie de la South Saskatchewan River Project. Ce barrage régira l'eau qui peut être détournée dans le système de la rivière Qu'Appelle pour des fins de récréation, d'irrigation et autres.

Avec l'emploi d'une quantité supplémentaire d'eau, le potentiel des développements de récréation et d'agriculture sera à peu près illimité.

Toute la beauté et le développement en puissance de la vallée pourraient être perdus si une grande route était placée sans planification appropriée. Des cours d'eau pourraient être développés dans certains secteurs pour la navigation d'agrément entre les lacs. Cela comporte l'amélioration des cheneaux qui coûtent très cher. Il est impérieux que ces améliorations de cheneaux soient entreprises à des fins agricoles et de récréation.

Les développements actuels de chalets démontrent l'absence de planification. Les efforts de notre association seront dirigés à arrêter un plan étendu et à plusieurs fins pour assurer le meilleur développement général possible de la vallée de Qu'Appelle au bénéfice des résidants de la vallée, de la population du sud de la Saskatchewan et des touristes venant du dehors de la province.

news

On June 15th, 1965 CPAC National Director Major General M. L. Brennan left Ottawa to pay liaison visits to the Newfoundland, Nova Scotia, New Brunswick and Quebec Divisions of CPAC and to select a site for the 1966 Eastern Regional Planning Conference. Discussions were held with each Division regarding topics for inclusion in the Eastern Regional Conference programme which will be geared entirely to the Atlantic provinces. During his visit the National Director also met with various officials interested in furthering the work of CPAC. Below are some of the highlights of General Brennan's tour.

Newfoundland

Meetings were held with the Chairman and Executive of the Newfoundland Division. Discussions centred around the affairs of the Division. This Division has its most active membership based at St. John's. Although the Division has so far been unable to form active branches elsewhere, Divisional plans now include initiating a Branch at Corner Brook and negotiations are underway with Stephanville and other centres in the Province. The National Director reports that the present plans of the Division show great promise.

Nova Scotia

The National Director met with the Chairman and Executive of the Nova Scotia Division. Professor Guy Henson long actively interested in CPAC affairs also attended the meeting. Two years ago a Branch of this Division was formed in Dartmouth and this year another was formed in Halifax. The activities of these two Branches have had a noticeable effect on the Division's membership. In February of this year for example 25 sustaining members were added to the Division. The Nova Scotia Division is on the move.

Prince Edward Island

Many efforts to activate a Division of CPAC in Prince Edward Island have been thwarted. Meetings were held with Charlottetown Mayor Walter Cox and the City Comptroller Mr. John Butler. Efforts to establish a CPAC Division will continue.

New Brunswick

After paying a brief visit to the City of Moncton in order to assess its suitability as a site for the Eastern Conference, the National Director moved on to Saint John, where he met with the Division's Chairman, Mr. Wayman Fairweather and those members of the Executive located in Saint John. There is evidence of enthusiasm and interest in forming a Branch of the Division in that City and plans to do so are underway. The National Director met with the Mayor of Saint John.

In Fredericton the National Director was given a tour of the City to see the various planning projects underway there. Meetings were held with the Chairman and members of the Executive located in Fredericton as well as the Chairman and Executive of the Capital Region Branch. Although there had been a Division in this province prior to 1959 it had been inactive since then and was only re-activated in August 1964. General Brennan reported: "The strides this Division has made in the short space of a year have been extremely gratifying."

Quebec

General Brennan attended the Annual Meeting of the Quebec Division held in Rivière-du-Loup. This Division organized their meeting to cover three days with registration and a symposium on the first day followed by bus tours to small towns, their Divisional Annual General meeting and a symposium on the second and third days. Social events such as a reception and luncheon were interspersed in the three day period. "Although such a meeting involves the Conference organizers in much administrative detail", General Brennan noted, "this approach of the Quebec Division might well be considered by other Divisions where the geography of the region will permit it."

ARE YOU PLANNING A MOVE?

Please inform the CPAC National Office. We will see that your Division is notified. Send both your old and new address to:

CPAC NATIONAL OFFICE,
425 Gloucester Street,
Ottawa 4, Ontario.

books

THE VIEW FROM THE ROAD

By Donald Appleyard, Kevin Lynch and John R. Myer. MIT Press. 1964. $16.50 (in Canada).

The view from the road is part of the common experience of mobile western man. We may not be conscious of the rapid, blurred parade of the immediate foreground or of the shifts in focus as distant prominences grow, turn, recede and are replaced. We may not analyse the impact of highway surfaces or the subtle rhythms of bridge and overpass, light and shade. Almost certainly we accept that view from the road as accidental, where it is pleasing as fortuitous and where ugly as inescapable.

The authors of this monograph take a very different point of view. They see the alignment, grade and detail of the modern highway as an occasion for the design of a dynamic, sequential environment on the greatest scale. They demonstrate the application on that scale of the classic principles of design, harmony, rhythm, contrast, texture, surprise and the rest. The roadside the authors say "should be a fascinating book to read on the run."

The first part of the book is a photographic analysis of a highway journey. The second part develops a fascinating technique for recording on paper the perception of both motion and space through an abstract rotation of great ingenuity. This technique is then applied to the analysis of impressions of the approach to central Boston by way of the Northeast Expressway. The book concludes with an examination of design methods for "highways as works of art experienced by the driver".

Town-planners have for some years been indebted to Kevin Lynch for the sharpening of perception of urban environment which followed publication of "The Image of the City" in 1960. The book under review draws heavily on the principles developed in the earlier work and in a sense there is little new. Yet the application of those principles, allied with a recording technique, to the largest and one of the most universal of man's artifacts offers the distant gleam of environmental changes so profound that in this reviewer's opinion "The View from the Road" must be welcomed as one of those rare books which points to a new area of activity of great importance, not to town planners, highway engineers and designers alone, but to all men.

The book is short, well written, beautifully illustrated and, in Canada, outrageously expensive. But who would begrudge that price to drive on a work of art from, say, Montreal to Toronto!

THE HOMES ASSOCIATION HANDBOOK

Prepared by Urban Land Institute through a Special Study Staff, Technical Bulletin 50, 1964. 406 pp. $10.00. Urban Land Institute, 1200 - 18 Street, N.W., Washington, D.C. 20036.

This study of some 350 subdivisions throughout the United States spells out how more house for less money in a "country club setting", can be achieved through a development plan that combines low-maintenance cost homes with common areas for recreation jointly operated by an association of property owners.

Conducted by ULI for the Federal Housing Administration, the Study found that a so-called home owners association can provide a practical tool to make new methods of neighbourhood design work on a long term basis. Experience of pioneer associations in operation for more than half a century proves that such home owner groups can provide high level maintenance of common areas, protection against encroachment of blight and a stabilizing influence on property values.

Clustering homes on efficiently small lots in superblocks that discourage through traffic enables preservation of common green areas for recreational use and beautification. Loop streets and culs-de-sac provide access to homes. Elimination of the typical gridiron pattern of streets, the report says, can reduce development costs, cut traffic, contribute to neighbourhood individuality and stem the tide of urban sprawl typified by the seemingly endless growth of single family homes on uniform lots in conventional subdivisions. Suggested techniques for "taming the motor car" include:

> "limited access points between arterial streets and the neighbourhood street system; narrow short-run minor access streets combined with adequate car storage; the pavement bump for speed control on minor streets, and entry courts and covered walks from car courts as the only access to the home."

Among the several successful types of associations reported, the study recommends a form of organization that provides automatic membership to home-owners in order to assure long-range financing for maintenance of common areas and facilities. Automatic membership homes associations satisfactorily handle a wider range of common properties and activities than private clubs and other non-automatic associations, says the report.

THE FUTURE OF OLD NEIGHBOURHOODS

By Bernard J. Frieden. The MIT Press, 1964, Cambridge, Mass. 209 pages. $8.25.

In this book Dr. Frieden offers proposals for countering some of the problems arising from large-scale clearance problems.

The author puts forward the theory that loss of valuable housing resources and needless uprooting of many people from old neighbourhoods with which they have strong ties could be avoided if a policy of rebuilding old areas gradually and continuously, keeping pace with the abandonment of housing and replacing only surplus houses, was adopted.

Largely on the basis of three case studies in New York, Los Angeles and Hartford, Dr. Frieden argues that such a policy could be made economically feasible. Although there are no illustrations, there are many facts, figures and graphs to support the argument.

ECONOMIC GEOGRAPHY OF CANADA

With an introduction to a 68-region system

by P. Camu, E. P. Weeks, and Z. W. Sametz. The MacMillan Co. of Canada, 1964. $12.50.

For the geographer, Canada is one of the world's most interesting "laboratories". This book shows how man has applied his own talents to the natural resources of the country, and has brought about the complex and abundant society we have today.

In the first part of the book the natural environment is described, to put physical factors in economic perspective. A brief historical sequence outlines the progressive occupation and development of Canada, with emphasis on the dominant economic successes of the various periods of growth.

The second part contains an analysis of the population and the labour force. Man is recognized as the primary resource, both the means and the end of economic activity. The capital acquired by the Canadian people—representing the tools available to them—is examined on a basis of provinces and major regions, to clarify the problems of the developed and the undeveloped parts of Canada.

Part III introduces a system of 68 economic regions. There is a brief tabular presentation of the key structural, functional, production, and marketing factors affecting each region.

Numerous maps, graphs, tables and photographs add to the usefulness of the book.

BOOKS RECEIVED

Several new publications have been received at the National Office. These are listed below and will be reviewed in a later issue. They have been added to our planning library.

THE CITIZEN'S GUIDE TO ZONING

By Herbert H. Smith. Published by The Chandler-Davis Publishing Company, West Trenton, New Jersey. $2.50.

LANDSCAPE IN DISTRESS

By Lionel Brett. Published by The Architectural Press, 9-13 Queen Anne's Gate, London S.W.1. 30 shillings.

CLUSTER DEVELOPMENT

By William H. Whyte. Published by The American Conservation Association, 30 Rockefeller Plaza, New York, N.Y. $3.00.

SLAVERY IN THE CITIES:
The South 1820-1860

By Richard C. Wade. Published by The Oxford University Press, Toronto, Ontario. $7.50.

THE METROPOLIS
Its people, politics, and economic life

By John C. Bollens and Henry J. Schmandt. Published by Harper & Row, 49 East 33rd St., New York 16, N.Y. $8.95.

REPORT ON THE METROPOLITAN TORONTO TRANSPORTATION PLAN

Published by The Metropolitan Toronto Planning Board, Toronto 2, Ontario.

A LOOK AT OUR PEOPLE

Published by The Town Planning Commission of Metropolitan Saint John, Saint John, New Brunswick. $2.00.

---

planning vacancies

TOWNSHIP OF ETOBICOKE PLANNING DEPARTMENT

Senior Planner (Research)

Duties: To be responsible for the preparation of reports on a wide variety of planning problems in a rapidly growing Municipality of 200,000 people within the Toronto Metropolitan area. Ability to carry out statistical analysis and write clear, concise reports essential.

Qualifications: University graduate in Planning, Economics, Geography or equivalent and be eligible for Associate Membership in the Town Planning Institute of Canada.

Salary Range: $7,445 to $9,590.

Apply: In writing, giving full particulars, including personal data and experience to Personnel Director, Township of Etobicoke, 550 Burnhamthorpe Road, Etobicoke, Ontario.

RED DEER REGIONAL PLANNING COMMISSION

Associate Planner

Duties: To develop urban and regional planning studies, advise Councils on all planning matters and carry out such other assigned duties.

Qualifications: University degree in Town or Regional Planning, or degree in related field with post graduate studies in planning. Eligible for Associate Membership in the Town Planning Institute of Canada.

Salary: Commensurate with qualifications and experience.

Benefits: Pension and medical, five day week, three weeks annual holidays.

Apply to: Director, Red Deer Regional Planning Commission, 5913 Gaetz Avenue, Red Deer, Alberta, enclosing full particulars as to age, qualifications, experience, three references together with salary required.

TOWN OF BRAMPTON PLANNING BOARD, BRAMPTON, ONTARIO

Assistant Planner

Qualifications: Degree in planning or related field. 3 to 5 years planning experience required. Some experience in research and long range planning desirable.

Duties: To assist the Planning Director in the preparation of long range studies and current land use proposals.

Salary: Commensurate with qualifications and ability.

Apply: In writing stating education, experience and salary required to Mr. B. J. Kenny, Planning Director & Secretary, Town of Brampton Planning Board, 10 Queen Street East, Brampton, Ontario.

THE CORPORATION OF THE DISTRICT OF SURREY, B.C.

Town Planners

Applications will be received from qualified Town Planners seeking a change in employment and environment.

Scope of Work: The Planning Division is currently engaged in work leading to a master plan of the District. To conduct research studies in connection with the above plan and to carry out a variety of assignments, including subdivision and zoning reviews as well as development plan studies, research and analysis of special studies in preparation of reports.

Qualifications: University degree in Town Planning or degree in related field and post graduate study in Planning or at least two years experience in planning.

This position offers a challenge, experience and generous fringe benefits.

Applications, stating qualifications, education, salary expected and two references will be received by L. J. A. Rees, Personnel Officer, P.O. Box 700, Cloverdale, B.C.

CORPORATION OF THE COUNTY OF WATERLOO, ONTARIO

Planning Director

for Ontario's first County Area Planning Board encompassing the metropolitan area of Kitchener, Galt, Waterloo and the County of Waterloo.

Qualifications: University degree or equivalent with five to ten years responsible planning experience and membership in the Town Planning Institute of Canada.

Salary: $10,000 to $15,000.

Apply in writing stating full particulars to: Charles H. A. Stager, County Clerk-Treasurer, County Building, Kitchener, Ontario.

OLDMAN RIVER REGIONAL PLANNING COMMISSION, LETHBRIDGE, ALBERTA

Associate Planner

Salary range: Currently to $7,400 with a revision for 1966 to $6,840 - $8,580. Starting salary commensurate with experience.

Qualifications: Planning degree or diploma from a recognized university. Preference given to applicants with architectural background.

Duties: To develop urban and regional planning studies with emphasis on urban planning and design; advise municipalities on detailed planning matters. Position offers excellent opportunity in all aspects of planning.

Benefits: Three weeks vacation and three weeks sick leave annually. Group life insurance and contributing pension plan.

Apply, sending complete resume, names of three references and a recent photo to: Mr. J. E. Hartley, Director, Oldman River Regional Planning Commission, 909 - 4th Avenue South, Lethbridge, Alberta.

CITY OF VICTORIA, B.C.

Director of Community Development

Applications are invited from qualified and experienced Planners for a position as department head for the newly organized Department of Community Development. Applicants must have a minimum of a Masters Degree from a recognized University. The duties will consist of long range planning and research, current planning and operations, zoning and subdivision control, and office administration.

The City of Victoria is the Capital of the Province of British Columbia, Canada, and is the centre of an urban metropolitan area with a population of 165,000 for Greater Victoria. Victoria is an attractive city with a mild climate, and with a wide range of recreational activities close at hand.

The salary is to be open and to be subject to negotiations commensurate with the qualifications and experience of applicants. A comprehensive fringe benefit programme will apply, including a medical scheme, group life, sick leave, superannuation and generous other allowances.

Applications in writing, stating age, experience, qualifications and earliest date services available, will be received by the Personnel Officer, City Hall, Centennial Square. Victoria, British Columbia, as soon as possible.

BEAUCHEMIN-BEATON-LAPOINTE, MONTREAL 26, P.Q.

Positions offertes

1 Urbaniste intermédiaire ou sénior

capable de supporter des responsabilités de représentation, concept, surveillance et administration en rapport avec des projets d'utilisation du sol, zonage, aménagement, circulation.

Exigences: doit posséder un diplôme d'urbaniste et posséder une expérience d'au moins trois ans dans un service d'urbanisme. Doit être bilingue.

2 Urbanistes junior

pour concevoir et surveiller des projets d'utilisation du sol, zonage, aménagement et circulation.

Exigence: Doit posséder un diplôme d'urbaniste.

Ecrire à: BEAUCHEMIN-BEATON-LAPOINTE, Ingénieurs Conseils, 6655 Chemin de la Côte des Neiges, Montréal 26, P. Qué.

THE CITY OF TORONTO PLANNING BOARD, TORONTO, ONTARIO

Divisional Directors — $11,250 - $13,900

1. Director — Projects Division

To assume control of physical design projects, including the preparation of public renewal programmes and proposals. Applicants should be qualified architects, and must be qualified planners having several years responsible experience related to the duties of the position. Good public and personnel relations essential.

2. Director — Long Range Planning, or Staff Consultant

Qualified planners having several years responsible comprehensive experience in city planning will be considered for either or both positions. The Director, Long Range Planning is responsible for directing a division in conducting research and in long-term planning at the district and city-wide levels. The Staff Consultant who has no administrative responsibilities, examines and reports upon questions of broad planning policy; assists the Commissioner and Deputy Commissioner as required on matters of major importance in the general work programme of the Board and consults with other departments in coordinating and implementing adopted planning policies. Appointments may be made within the ranges indicated, depending on qualifications. Apply in writing immediately to the Commissioner of Planning, City of Toronto Planning Board, 129 Adelaide St. W., Toronto 1, Ontario giving personal data and details of qualifications, and experience in full.

CITY OF SAINT-JOHN, N.B.

Applications for positions of (1) Architect Planner, (2) Economist Planner and (3) Architect or Landscape Architect Planner are invited by the Re-Development Office and the Town Planning Commission of Greater Saint John.

Positions will be part of a planning and research design group investigating urban conditions and techniques for urban renewal in the City of Saint John.

Further details regarding these positions will be supplied upon request. Salaries open to negotiation depending upon experience.

Apply by letter to: Personnel Officer, City of Saint John, N.B.

DEPT. OF MUNICIPAL AFFAIRS
REGINA, SASKATCHEWAN

Community Planners III (2)

To carry out responsible professional duties involving development plan reports, zoning by-laws, preparation and provision of advice on development problems to municipal authorities. To serve as regional planning officers in offices to be opened in various cities in the near future. Must have graduate degree in community or regional planning and some professional planning experience. Salary to be negotiated.

Application forms and further information available from the Public Service Commission, Legislative Building, Regina, Saskatchewan. Please quote File No. 9723.

Director of Community Planning

To head Provincial Planning Office. Duties include direction of professional staff, providing planning assistance to urban centres and urban-centre regions. Must have graduate degree in community or regional planning and extensive experience in planning and administration. Salary to be negotiated.

Application forms and further information may be obtained from the Public Service Commission, Legislative Building, Regina, Saskatchewan. Please quote File No. 9721.

METROPOLITAN PLANNING COMMISSION
SAINT JOHN, N.B.

Planner with several years' experience having ideas, initiative, design preferences and ability to carry out and report on planning and renewal studies.

Apply: Town Planning Commission, City Hall, Saint John, New Brunswick, giving details of background, expected salary, etc.

RED DEER REGIONAL PLANNING COMMISSION
RED DEER, ALBERTA

Associate Planner

Duties: To develop urban and regional planning studies, advise councils on all planning matters and carry out other assigned duties.

Qualifications: University degree in Town or Regional Planning or a degree in a related field with post graduate studies in planning. Eligible for associate membership in T.P.I.C.

Salary: Starting salary up to $8,000 per annum depending on qualifications.

Benefits: Pension and medical, five day week, three weeks annual holidays.

Apply to: The Director, Red Deer Regional Planning Commission, 4920 - 53rd Street, Red Deer, Alberta, enclosing full particulars as to age, qualifications, experience and three references.

WHY NOT GIVE A FRIEND A SUBSCRIPTION TO COMMUNITY PLANNING REVIEW FOR CHRISTMAS?

Only $3.00 per year — four issues

Just mail us the name and full address of the person to whom you want the magazine sent. We will do the rest.

CPAC NATIONAL OFFICE
425 Gloucester Street
Ottawa 4, Ontario

HINTON, ALBERTA

Suite de la page 9

prises commerciales indésirables lesquelles comprennent une usine de génie. Cependant, les nouveaux règlements de zoning empêchent toute expansion de ce problème.

Tel qu'il a été mentionné antérieurement, la répétition d'entreprises commerciales dans le nouveau et le vieux Hinton présente un problème majeur. Etant donné qu'il y a deux districts d'affaires, plusieurs boutiques sont inutilement doublées et elles réussissent à peine à survivre au lieu de faire un profit net. Par exemple, le nouveau Athabaska Valley Hotel dans le nouveau Hinton appartient aux propriétaires de l'usine et opère à pertes en raison de la concurrence du vieux Hinton. Ce patron est suivi pour plusieurs boutiques et constitue une pratique économique médiocre plus particulièrement parce que ce dédoublement rend plus difficile aux propriétaires de gagner leur vie.

L'opinion veut que la présente enquête sur les conditions de planification dans Hinton ait établi que la ville était une ville très bien planifiée. Les projetants espèrent qu'éventuellement les deux emplacements ne formeront qu'un seul. La Commission de planification de la province de l'Alberta croit que Hinton deviendra éventuellement une des villes les plus attrayante de l'Alberta, et si elle continue de se développer d'une façon ordonnée comme aujourd'hui, Hinton accomplira certainement cette prophétie.

As an experiment CPAC will hold TWO Regional Planning Conferences in 1966 instead of a National Planning Conference.

A titre d'expérience, l'ACU tiendra deux conférences régionales d'urbanisme en 1966 au lieu d'une conférence nationale d'urbanisme.

EASTERN REGIONAL PLANNING CONFERENCE

September 11 - 14, 1966

Lord Beaverbrook Hotel, Fredericton

NEW BRUNSWICK

WESTERN REGIONAL PLANNING CONFERENCE

October 23 - 26, 1966

Saskatchewan Hotel, Regina

SASKATCHEWAN

CONFÉRENCE RÉGIONALE D'URBANISME DE L'EST

11 au 14 septembre 1966

Hôtel Lord Beaverbrook, Fredericton

NOUVEAU-BRUNSWICK

CONFÉRENCE RÉGIONALE D'URBANISME DE L'OUEST

23 au 26 octobre 1966

Hôtel Saskatchewan, Regina

SASKATCHEWAN

Please make your plans now to attend one or both of these Conferences. Advance programmes for both Conferences will be sent to you as soon as they are available. Further details may be obtained from CPAC National Office, 425 Gloucester Street, Ottawa 4.

Veuillez faire vos plans maintenant pour assister à l'une de ces conférences ou aux deux. Des programmes anticipés pour les deux conférences vous seront adressés dès qu'ils seront disponibles. Pour plus amples détails, veuillez vous adresser au bureau national de l'ACU, 425, rue Gloucester, Ottawa 4.

COMMUNITY PLANNING ASSOCIATION OF CANADA
L'ASSOCIATION CANADIENNE D'URBANISME
425 GLOUCESTER STREET, OTTAWA 4